CHAPTER – II
VESSEL RELATED CHARGES

(Indexed SOR with effect from 16.08.2018)

Docks are classified as (a) Indira Dock including the Ballard Pier, Ballard Pier Extension and Harbour Wall berths, (b) Prince's & Victoria Docks, (c) Naval Docks, (d) Mazgaon Dock, Kassara Basin, (e) Bunders and Darukhana and (f) Jetties at Jawahar Dweep and Pir Pau.

2.17. Composite Berth Hire Charges

Berth hire charges on vessels, boats and barges berthed at Indira Dock and its Harbour Wall, including Ballard Pier and Ballard Pier Extension, Prince's & Victoria Docks and its harbour walls:

Sl. No.	Vessels berthed at	Rate per GRT for per hour or part thereof	
		Foreign-going vessel (in US $)	Coastal Vessel (in ₹)
1.	Indira Dock & its Harbour Walls, Ballard Pier and Ballard Pier Extension	0.0107	0.1695
2.	Prince's & Victoria Docks and its harbour walls	0.0085	0.1312

Notes:

1. For the purpose of levy of the above charges

   (i). The minimum GRT for any vessel except off shore supply vessels will be taken as 1000 and

   (ii) The term 'vessel' will include the boats, barges and craft of GRT of 1000 and above.

   (iii). Coastal vessels shall include vessels of Coast Guard / Indian Navy.

2. (i). The berth hire shall be leviable from the time a vessel takes the berth till the time it leaves the berth.

   (ii). There shall be a time limit beyond which berth hire shall not apply, berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail.

   (iii). There shall be a 'penal berth hire' equal to one day's berth hire charges for a false signal.

   (iv). The Master / Agents of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather conditions.

   (v). The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting period for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.

3. Sundays and Port non-working days will be treated as normal working days for levy of the above charges and no separate charge will be levied.

4. Every boat, country craft, dredgers, tugs and passenger boats of less than 1000 GRT and pleasure yacht and a lash barge entering the Docks shall be levied berth hire charges ₹. 7.4759/ US $ 0.6036 per hour or part thereof for the first 200 GRT or part thereof and ₹. 3.7351/US $ 0.3018 per hour or part thereof for every additional 100 GRT or part thereof in respect of

coastal and foreign-going vessels respectively. This concessional rate will be admissible to local craft, boats and barges except off shore supply vessels whether self propelled or not and plying in foreign and coastal trade. The concessional rates shall also be admissible to lash barges and pleasure yacht irrespective of their tonnage. Each barge will be separately charged berth hire charges treating each as a distinct vessel. However, when the barges make use of wharf crane, the composite berth hire charges as prescribed at Note 1 above shall be levied.

5. Off shore supply vessels falling in the category of coastal vessels berthed at any berth in Docks or Harbour Wall shall be levied with ₹ 0.3935 per GRT per hour or part thereof. Off-shore vessel will not be subjected to the conditionality of levy of the minimum charges of 1000 GRT. All the off shore supply vessels will be subjected to this rate irrespective of the GRT of the vessels and will not be entitled for concessional levy as at Note 4 above.

6. All vessels berthing at berths at Sr. Nos. (1) and (2) above for other than cargo operations, the berth hire charges shall be recovered as under :

   (i) Upto 10 days of occupation of berth: Normal berth hire charges.

   (ii) From 11th day to 20th day of occupation of berth: 150% of normal berth hire charges.

   (iii). After 21st day of occupation of berth: 200% of normal berth hire charges

7. No berth hire shall be levied for the period when the vessels idle at its berth due to breakdown of port equipment or power failure or any other reasons attributable to the port.

8. Priority / Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or appropriate authority will be applicable:

   (a). For providing the "priority berthing" to any vessel, a fee equivalent to berth hire charges for a single day or 75 percent of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher shall be levied.

   (b). For providing the "ousting priority" to any vessel, a fee equivalent to berth hire charges for a single day or 100 per cent of the berth hire charges calculated for the total period of actual stay at the Berth whichever is higher shall be levied. In addition, for providing "Ousting priority" to any vessel, the charges for 'shifting in' and 'shifting out' of the vessels shall be collected.

   (c). The fee for according priority / ousting priority as indicated above shall be charged for all the vessels except the following categories:

      (i). Vessels carrying cargo on account of Ministry of Defence. (ii).

      Defence vessels coming on goodwill visits.

      (iii). Vessels hired for the purpose of Antartica expedition by Department of Ocean Development.

      (iv). Any other vessel for which special exemption has been granted by the Ministry of Shipping.

9. Guidelines on priority berthing of coastal vessels at Major Ports issued by the Ministry of Shipping vide letter No.PT-11033/51/2014-PT dated 4 September 2014:

   (i). "Coastal vessels" is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in

India having a valid coastal license issued by the Director General of Shipping / competent authority.

(ii). Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.

(iii). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.

(iv). In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.

(v). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.

(vi). There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.

(vii). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.

(viii). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.

(ix). Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.

(x). The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate formal for coastal and foreign vessels.

CHAPTER – III
CARGO RELATED CHARGES

The charges as herein after prescribed will be leviable on all traffic dealt within the relevant areas specified in Appendix ‘G’ to the MBPT Dock Bye-Laws.

3.1. (A) Schedule of docks wharfage on goods

Rate No.	Description of Goods.	Basis of Charge	Foreign (₹)		Coastal (₹)	
			Dry Bulk	Other than Dry Bulk	Dry Bulk	Other than Dry Bulk
1. (i)	Animals, Birds, reptiles, etc.	Each	-----	51.91	-----	31.15
(ii)	Animal products - Bone, Bonemeal, Hides & Skins	Tonne	37.68	36.42	22.60	21.85
2.	Arms, Ammunitions, Explosives, Defence Stores and Defence equipment / machinery.	Tonne	-----	241.56	-----	144.94
3. (i)	Asbestos	Tonne	-----	62.34	-----	37.40
(ii)	Construction Materials, Sand.	Tonne	64.49	62.34	38.69	37.40
(iii)	Fruits, nuts including Raw Cashew, Tapioca, Coconut, Copra, Tamarind Seeds.	Tonne	-----	62.34	-----	37.40
(iv)	Molasses	Tonne	-----	62.34	-----	37.40
(v)	Waste Paper, Newsprint	Tonne	-----	62.34	-----	37.40
(vi)	Wood, Timber, Bamboo	Tonne	-----	62.34	-----	37.40
4. (i)	Cement, Clinker	Tonne	64.49	62.34	38.69	37.40
(ii)	Coal and Fire Wood	Tonne	89.72	86.73	89.72	86.73.
(iii)	Sulphur ,Fertilisers and Fertiliser raw materials	Tonne	80.66	77.97	48.39	46.78
(iv)	Foodgrains, Oilseeds, Cereals and Pulses.	Tonne	64.49	62.34	38.69	37.40
(v)	Oil-Cakes and Fodder	Tonne	30.12	29.12	18.07	17.47
(vi)	Sugar	Tonne	30.12	29.12	18.07	17.47
5. (i)	Cotton including cotton waste (also includes cotton twist and yarn)	Tonne	-----	62.34	-----	37.40
(ii)	Jute and jute products, Coir and coir products.	Tonne	-----	36.42	-----	21.85
6. (i)	Granites and Marbles	Tonne	-----	62.34	-----	37.40
(ii)	Ores, Ore Pellets and Minerals(other than Iron ore &iron ore pallets)	Tonne	64.49	62.34	38.69	37.40
(iii)	Iron ore and Iron ore pellets	Tonne	64.49	62.34	64.49	62.34
7.	Metals (Ferrous, Non-ferrous) in the form of ingots billets and un-manufactured and metal scrap.	Tonne	64.49	62.34	38.69	37.40
8.	Other Liquid bulk including acids and fatty acids	Tonne	-----	62.34	-----	37.40
9.	<u>POL and POL Products :</u>					
(i)	Crude Oil	Tonne	-----	66.03	-----	66.03
(ii)	Kerosene and Light Diesel Oil.	Tonne	-----	43.44	-----	43.44
(iii)	All other POL Products	Tonne	-----	76.44	-----	76.44
10.	Salt	Tonne	8.12	7.85	4.87	4.71
11.	Synthetic Resin (including	Tonne	-----	145.45	-----	87.27

	Moulding Powder) and Wood Pulp					
12.	Wines, Spirits (Potable) and Alcoholic beverages	Five litres	-----	36.42	-----	21.85
13.	Iron and Steel Materials (excluding scrap, dross, ores) Import Export	 Tonne Tonne	 ----- -----	 216.83 144.55	 ----- -----	 130.10 86.73
14.	Rail cars	Per Wagon	-----	180000/-	-----	108000/-
15.	Motor vehicles and Cars Including bull dozers, forklifts, tractors, cranes and Military Tanks Import Export	Advalorem	 ----- -----	 0.48% 0.48%	 ----- -----	 0.28% 0.28%
16.	All items other than those specified above.	Advalorem	0.46%	0.44%	0.28%	0.27%
17.	Sweepings collected on shore, Ballast of the vessel, engineering materials, stores and gears for repairs to ships in docks, *Seamen's baggage consisting of their personal effects, mails, post parcels and diplomatic bags irrespective of the weight per parcel, bag etc	FREE				

* Although Seamen's baggage consisting of their personal effects will not attract wharfage, articles not regarded as bonafide baggage such as arms, ammunition, pearls, precious stones, pianos, pianolas, carriage, motor cars, motor cycles, etc., will be subject to the levy of wharfage.

Note: 50% of the normal wharfage will be applicable for Bunkers.

GENERAL NOTES TO SECTION 3.1 (A):

1. Wharfage leviable on ad-valorem basis in the foregoing schedule will be levied on the CIF value of goods in the case of imports and FOB value of goods in the case of exports and on value specified in the bill of coastal goods in the case of coastal cargo. Wharfage leviable on weight basis in the foregoing schedule will be assessed on gross weight of the goods as shown in the Bill of Lading, Manifest or Invoices.

2. For the assessment of wharfage on import or export goods, the importer or the exporter or their clearing agent, as the case may be, shall produce copy/copies of the invoices/specification attested by Customs together with the Customs documents such as Bill of entry/Shipping Bill/ Transhipment Permit as required under Docks Bye-Law No.96 shall be produced for the purpose of assessment and verification of charges. For any misdeclaration of weight, quantity, value or description of goods, the importer/exporter or his clearing agent, as the case may be, will be liable for action under Section 115 of the Major Port Trusts Act, 1963.

3. All goods which have been charged full Docks Wharfage in case of import operation will, if loaded into boats in the Docks by Port Trust labour and afterwards relanded at a Port Trust Bunder, be charged, instead of wharfage for export operation, labour charges only as prescribed elsewhere in this Scale of Rates.

4. Wharfage as applicable to transshipment cargo as provided in Note 6 (b) below shall be recoverable in case of cargo discharged from one hatch of a vessel and

reshipped in another for trimming or re-arranging the vessel's cargo either by lighters from overside or over the Docks wharves.

5. Dangerous, explosive and inflammable goods landed at the Docks contrary to the Docks Bye-Laws and/or the circulars issued by the MBPT must be immediately removed by the Masters/Owners/Agents of the vessel to the Board's warehouses earmarked for such goods, failing which they shall be removed by the MBPT at their risk and cost and, in addition, a charge of ₹1300/- per package for foreign cargo and ₹779/- per package for coastal cargo will be levied.

6. a). Transhipment cargo, if discharged and re-loaded on to the same vessel/ another vessel, single wharfage shall be leviable for both movements and demurrage on expiration of the free period of three days as admissible to import cargo will be levied as per the demurrage schedule prescribed at sub-section 3.1. (B) below.

b). Cargo where advalorem rates are specified and not destined for MBPT, wharfage @ ₹235/- per tonne in case of transshipment by sea and ₹101/- per tone in case of transshipment by road and demurrage on expiration of the free period of three days as admissible to import cargo as per the demurrage schedule prescribed at sub-section 3.1. (B) below shall be levied.

7. Damaged Goods:
Cargo landed from vessels loading in Docks owing to fire or other accidental cause and re-shipped or from vessels returned to Port by reason of the same cause or stress of weather will be charged one wharfage prescribed in the above Schedule.

8. In respect of Iron and Steel materials, shifting of cargo from the wharf (hook point) to the storage point will not be undertaken by the Mumbai Port Trust.

9. The Port shall provide the following minimum additional facilities to the export of motor vehicles on common user basis:
   (i). Use of MBPT private road without payment of permit charges
   (ii). Unloading ramp for motor vehicles received by rail for export free of cost.
   (iii). Pre-shipment storage facilities inside the docks free of demurrage for 30 days
   (iv). Arrangement for supply of water for vehicles for cleaning purposes including permission of recycling plants inside docks.

10. Shippers' own container: For recovery of wharfage on empty SOC unit, tare weight of 20' container will be considered as 2.3 MT; 40' container as 4.0 MT and 45' container as 4.5 MT. Demurrage as applicable will be recovered under Sub Section 3.1 (B) below.

11. Before classifying any cargo under unspecified category in the wharfage schedule, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the wharfage schedule. However, in respect of Defence Stores and Defence equipment/machinery, which can be classified under Rate No.2 of Section 3.1(A), such reference to Customs classification will not be applicable.

12. Re-export cargo: For the re-export cargo, import wharfage will be recovered and demurrage shall be recovered till the date of shipment/stuffing and thereafter export wharfage will be recovered.

13. "Defence stores" would include 'Bombs, grenades, torpedoes, mines, missiles, and similar munitions of war and parts thereof: cartridges and other ammunition and projectiles and parts thereof, including shot and cartridges wads' coming under Arms, Ammunition, parts and accessories thereof but the reference to "parts thereof does not include radio or radar apparatus as per note no. 2 of Chapter no. 93 of Customs Tariff of India.

14. Vessels calling the Port on her first voyage, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of vessels takes place within the Port limits, wharfage as per 3.1(A) above shall be payable on such vessels.

3.1. (B) Demurrage:

On expiration of free days, save as hereinafter provided, demurrage will be charged for the period of storage on all goods (except mails, post parcels, diplomatic postal bags and personal baggage irrespective of weight per parcel, bag etc.) remaining uncleared, at the following rates :

Class of goods (1)	How charged (2)	How charged (2)	RATE (in ₹)		
			For first to 20th day (3)	For 21st to 40th day (4)	From 41st days onwards (5)
(a) In respect of all goods classified in the wharfage schedule in Section-3.1(A) above (other than goods specified in (b) below) & including two wheeler.	Per tonne per day or part thereof	Other than Dry Bulk Cargo	67.75	101.60	135.52
		Dry Bulk Cargo	70.09	105.11	140.20
(b) Motor Vehicles including bull dozers, forklifts, tractors, cranes and military tanks	Per vehicle Per day	----	723	1807	3614
(c) Animals, Birds, reptiles, etc.	Each Per day	----	67.75	101.60	135.52

Note: The personal baggage will be charged at the rate of ₹27/- per tonne per day or part thereof.

GENERAL NOTES TO SECTION 3.1 (B):

1. All import goods will be allowed storage in the docks free of demurrage for three days from the date following the day of complete discharge of vessel's cargo. All export goods will be allowed storage in the docks free of demurrage for seven days commencing from the date of admission of cargo into the port.

2. In case of containers handled by ICTPL at its Terminal and subsequently moved to MBPT CFS for delivery either as loaded container or for destuffing of the container and delivery of the cargo, as the case may be, the free period will be counted from the date of entry of containers at the MBPT CFS for the purpose of levy of demurrage charges on the cargo inside the containers.

3. For the purpose of calculation of free days Sundays, Customs notified holidays and port non working days will be excluded.

4. Free period of 10 days will be allowed for salvaged goods and the free period will be counted from the date on which goods are actually salvaged.

5. In order to promote export aggregation certain specified area will be identified from time to time for specified cargo. A maximum of 30 free days will be allowed in such cases.

6. Demurrage charge on both cargo and container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the users.

7. DEMURRAGE ON GOODS DETAINED BY THE CUSTOMS

(a) Periods during which the goods are detained by the Commissioner of Customs for the purpose of special examination involving analytical or technical test other than the ordinary process of appraisement and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the importers ; and

(b) Where goods are detained by the Commissioner of customs on account of Import Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer, for such period of detention under (a) and (b), the demurrage charges shall be recovered as under:

First 30 days of detention : 20% of the applicable demurrage
31^{st} day to 60 days of detention : 50% of the applicable demurrage
61^{st} day onwards of detention : 100% of the applicable demurrage

8. Demurrage charges will be assessed on the gross weight of the goods. Gross weight if not in exact multiples of 100 kgs will be rounded off to the next higher multiple of 100 kgs. for levy of charges.

9. No wharfage will be charged on shut out cargo. Demurrage as per Section 3.1(B) shall be levied on Shut out cargo from the date of admission of cargo into docks till and including the date of removal. Shut out cargo must be removed by shippers on receipt of three days' notice from the MBPT or its authorised person. In case of non-compliance, the MBPT or its authorised person may remove such goods to a place at the expenses of shippers.

Any export cargo meant for shipment through Mumbai Port Trust but moved out of Mumbai Port Trust area either in break bulk form or after stuffing, with Customs permission for any purpose shall be treated as “Back to Town cargo” only and shall attract demurrage as per Section 3.1(B) of the SOR.

3.1(D) Charges for providing On Board Stevedoring Services payable by the Indenters/ Vessel Agents/Vessel Owners/Container Operators

Sr. No.	Commodity/Activity	Basis of Charges	Stevedoring rate (without gear) (in ₹)		Ceiling Rate for supply of gear by the port (in ₹)
(1)	(2)	(3)	(4)		(5)
			Foreign	Coastal	
1.	Steel Coil, Steel Plates (including hot rolled ship building plates, ship building / boiler quality steel plates, steel bulb flat bars/steel flat bars / steel shoe sections prime flat rolled ship builder plates), Pipes (including seamless tubulars, DIL well drilling equipment pipes, steel welded tubulars) and Angles & other steel products, Billets	Per tonne	121.13	72.68	23.49

2.	Bagged Cargo	Per tonne	199.24	119.54	23.49
3.	Wooden Logs	Per tonne	230.03	138.02	23.49
4.	General Cargo	Per tonne	253.80	152.28	23.49
5.	Oil Cake in Bulk ,Dry Bulk & others				
	(i) Other than Dry Bulk Cargo	Per tonne	203.97	122.38	38.92
	(ii) Dry Bulk Cargo	Per tonne	211.01	126.60	40.29
6.	Machinery/Project Cargo	Per tonne	313.01	187.81	23.49
7	Vehicle				
	(a). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks less than 10 tonnes by RORO operation.	Per vehicle per operation	83.04	49.83	--
	(b). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks more than 10 tonnes by RORO operation.	-- do --	592.93	355.76	--
	(c). All other vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks by LOLO operation.	-- do --	592.93	355.76	--
8.	Wood Pulp	Per tonne	170.75	102.45	--
9	**Metal scrap**				
	Manual Handling – without gear	Per tonne			
	(i) Other than Dry Bulk Cargo	Per tonne	439.21	263.53	18.08
	(ii) Dry Bulk Cargo	Per tonne	454.36	272.62	18.70
	Mechanical Handling	Per tonne			
	(i) Other than Dry Bulk Cargo	Per tonne	259.91	155.95	63.94
	(ii) Dry Bulk Cargo	Per tonne	268.88	161.33	66.15
10.	CONTAINER				
a).	**Stuffing**				
	(i) Other than Dry Bulk Cargo	Per TEU	5944.25	3566.55	27.12 per box
	(ii) Dry Bulk Cargo	Per TEU	6149.33	3689.60	28.06 per box
b).	**De-stuffing**				
	(i) Other than Dry Bulk Cargo	Per TEU	3659.26	2195.56	27.12 per box
	(ii) Dry Bulk Cargo	Per TEU	3785.50	2271.31	28.06 per box
11.	On-board stevedoring using Ship's crane	Per Box	1322.56	793.54	99.38
12.	On-board stevedoring using Port Gantry crane	Per Box	799.54	479.73	---
13.	Containers brought by barges	Per Box	592.93	355.76	99.38
14.	Cargo handled by coastal barges	Per tonne	-	35.58	21.35
15.	Cargo handled in stream	35% of the charge applicable with reference to the rates for cargo handled at docks			
16.	Zinc ingots	Per tonne	182.56	109.52	23.49

Notes:

(i) A vessel agent may bring his own gear for loading/unloading, stuffing and destuffing operations. In case the port supplies gear for loading/unloading, stuffing and destuffing operations, then the rate as prescribed in column number (5) above shall be leviable as a ceiling rate.

(ii) Lashing and unlashing containers on board the vessel shall be the responsibility of the vessel agents. If lashing and unlashing service is provided by the port ₹54/-, ₹81/- and ₹108/- extra per 20' unit, 40' unit and above 40' unit respectively shall be leviable.

(iii) Lashing and unlashing of steel cargo is the responsibility of the shipping agents. The rates do not include lashing and unlashing charges and no rebate is, therefore, allowed for lashing and unlashing of steel cargo.

(iv) The term “Vessel” will include boats, barges and craft of GRT 1000 and above.

(v) The rate at Sr. No. 14 of Section 3.1(D) of SOR, i.e. Cargo handled by coastal barges applicable for cargo brought and loaded by barges (having GRT less than 1000) plying between MbPT and other nearby Indian Ports.

(vi) For cargo brought and loaded by barges (having GRT more than 1000) plying between MbPT and other nearby Indian Ports, the barge is treated as coastal vessel and the rates provided in Column “coastal” as per type of cargo / commodity under Sr.No.1 to 9 and 16 of Section 3.1(D) of SOR are applicable.

(vii) In cases of cargo unloaded from foreign vessel and brought by coastal barges and cargo loaded in coastal barges for subsequent loading on to foreign vessels, Stevedoring charges are recovered treating the vessels as “foreign” vessel and the rates provided in column “foreign” as per type of cargo/commodity under Sr.No.1 to 9 and 16 of Section 3.1(D) of SOR are applicable.

(viii) In cases of cargo unloaded from coastal vessels and brought by coastal barges to the port and cargo loaded in coastal barges for subsequent loading on to coastal vessels, Stevedoring charges are recovered treating the vessels as “coastal vessels” and the rates provided in column “coastal” as per type of cargo/commodity under Sr.No.1 to 9 and 16 of Section 3.1(D) of SOR are applicable.

(ix) The 35% of stevedoring charges referred at Sr.No.15 will be applicable in respect of cargo discharged in stream provided the barges are brought to the Docks or at Bunders. Also in respect of export cargo loaded on to the mother vessel in stream provided such barges are loaded either in Docks or at Bunders and then brought to the mother vessel.

3.3. LICENCE (STORAGE) FEES AND WAREHOUSING CHARGES

(A) (I). **Licence Fees for storage / cargo operation with or without installation of facilities, cargo handling equipment by the users for offshore activities**

Period	Rates Applicable
From the date of permission till expiry for	Per sq. mtr. of part thereof per month or part thereof@
a. Open area	
(i) Other than Dry Bulk Cargo	₹85/-
(ii) Dry Bulk Cargo	₹88/-
b. Covered area	
(i) Other than Dry Bulk Cargo	₹102/-
(ii) Dry Bulk Cargo	₹106/-

Note : Installation of facilities/ cargo handling equipment shall be subject to the clearance by MBPT and shall be dismantled and removed within 15 days from the date of issue of notice.

Above Charges are applicable only for storage of offshore material / cargo and shall be valid for 11 months only for a specified place.

(II). **Licence (Storage) Fees on the goods stored in the areas specified by the MBPT for storage of cargo upto a maximum of 60 days**

	Period of Storage	**Rate per sq. mtr. or part thereof per month or part thereof. (in ₹)**
In sheds	**i) First 30 days or part thereof**	
	a) Other than Dry Bulk Cargo	68
	b) Dry Bulk Cargo	70
	ii) 31st day to 60th day	
	a) Other than Dry Bulk Cargo	136
	b) Dry Bulk Cargo	141
Open Yards	**i) First 30 days or part thereof**	
	a) Other than Dry Bulk Cargo	51
	b) Dry Bulk Cargo	53
	ii) 31st day to 60th day	
	a) Other than Dry Bulk Cargo	102
	b) Dry Bulk Cargo	106

Note: The cargoes lying uncleared beyond 60 days shall be subjected to demurrage from the 61st day onwards under Section 3.1 (B) of Chapter-III of the Scale of Rates. For the purpose of levy of demurrage the 61st day of storage of cargo will be treated as day number one.

(V) **Licence fees for storage / warehousing permitted by the MBPT with or without installation of facilities, cargo handling equipment by the users in non custom notified areas**.

Period	**Rate Applicable**
From the date of permission till expiry	Per sq. mtr. or part thereof per month or part thereof
Open area	
(i) Other than Dry Bulk Cargo	₹34/-
(ii) Dry Bulk Cargo	₹35/-

Note: Installation of facilities/ cargo handling equipment shall be subject to the clearance by MBPT or by persons authorized by it and shall be dismantled and removed within 15 days.

(B) **Licence (Storage) fees on goods bonded under Section 60 of the Customs Act, 1962, and stored in the warehouses and open yards belonging to the Board and licenced by the Collector of Customs under the Customs Act, 1962:**

Period of storage	Rate per sq. mtr. per week or part thereof
(a) In Sheds: i) For the first 8 weeks	
Other than Dry Bulk Cargo	₹ 10.63
Dry Bulk Cargo	₹ 11.00
ii) For the next 8 weeks	
Other than Dry Bulk Cargo	₹ 21.25
Dry Bulk Cargo	₹ 21.98
iii) From 17th week onwards	
Other than Dry Bulk Cargo	₹ 31.88
Dry Bulk Cargo	₹ 32.98
(b) In the Open Yards : i) For the first 8 weeks	
Other than Dry Bulk Cargo	₹ 8.50
Dry Bulk Cargo	₹ 8.79
ii) For the next 8 weeks	
Other than Dry Bulk Cargo	₹ 17.00
Dry Bulk Cargo	₹ 17.59
iii) From 17th week onwards	
Other than Dry Bulk Cargo	₹ 25.50
Dry Bulk Cargo	₹ 26.38

Note : The above charges are subject to a minimum calculated as for 5 sq. mtrs. for each consignment.

(C) Licence (Storage) Fees on Over-dimensional packages stored in Docks, Sheds and Yards shall be payable in lieu of demurrage at the rate of ₹10.63 per sq. mtr. subject to minimum of 5 sq. mtr. for 30 days following the date from which the consignment is out of custom charge and is ready for clearance subject to the following conditions **:**

(i) Definition of OD packages to be transported by rail would mean packages having length over 13'6" or having width over 10'.
The licence fee on above mentioned OD packages would be applicable only on receipt of application from the importer and on placement of indent for supply of special wagons.

(ii) For packages to be transported by road, the OD packages would mean a package having length over 40' or the length protruding over and above the motor vehicle allowed by the RTO or having width more than 8'6" Plus protruding width over and above the motor vehicle allowed by the RTO from time to time.

(iii). After the free period of three days from the day of complete discharge of vessels cargo as admissible under note 1 below Section 3.1 (B) Demurrage above till the day on which the cargo is out of Custom charge and from 31st day from the day on which the cargo is out of Custom charge the over dimensional packages shall accrue demurrage as per Section 3.1 (B) Demurrage ibid.

CHAPTER – VI

CHARGES LEVIABLE AT BUNDERS

Bunder limit means such portion of the wharves and land adjoining the wharves set aside for goods in transit. A wharf may extend to 15.25 meters measured from the wharf front.

6.2. WHARFAGE

On cargo handled at Hay Bunder, Haji Bunder, Malet Bunder and New Ferry Wharf (except Fish Jetty) and such other Bunders as may be notified separately, wharfage per tonne will be recovered as under:

	Description	**Rate** (₹)				
		Basis of charge	**Foreign**		**Coastal**	
			Dry Bulk	Other than Dry Bulk	Dry Bulk	Other than Dry Bulk
(a).	Hazardous cargo	Tonne	46.74	45.18	28.05	27.11
(b).	Non-Hazardous cargo excluding salt	Tonne	28.05	27.11	16.83	16.27
(c).	Salt	Tonne	6.98	6.75	4.19	4.05
(d).	Petroleum products	Tonne	-----	17.38	------	***17.38***
(e).	Thermal Coal	Tonne	46.74	45.18	***46.74***	***45.18***
(f).	Coal other than thermal coal	Tonne	46.74	45.18	28.05	27.11
(g).	Steel	Tonne	46.74	45.18	28.05	27.11
(h)	Animals, birds, reptiles etc.	Each	------	25.96	------	15.58

Note: (i). No wharfage will be recovered at fish jetties of Sassoon Dock and New Ferry Wharf.

(ii). Hazardous cargo to be classified as per IMO and MBPT categories.

6.3. DEMURRAGE

(I). On cargo handled at Hay Bunder, Haji Bunder, Malet Bunder and New Ferry Wharf (except Fish Jetty) or such other Bunders as may be notified separately, demurrage shall be charged as follows:

Description		**Rate per tonne per day or part thereof** (in ₹)	
		Dry Bulk	Other than Dry Bulk
(a)	Hazardous Cargo	37.39	36.14
(b)	Non-Hazardous Cargo	9.33	9.02
(c)	Coal	37.39	36.14
(d)	Animals, birds, reptiles etc.	------	33.88

(II). No demurrage shall be recovered on cargo landed at other Bunders. Cargo landed at other Bunders, however, shall be removed from wharf on the day of landing either by direct delivery or by shifting to importers premises. The export cargo shall be allowed to be kept on wharf on the day of shipment.

Notes:

(1) Any consignee or shipper or his agent found shipping or removing cargo from any of the Trustees' Bunders without first paying the wharfage and any other charges due shall be liable to pay double the charges laid down for the same in the Scale of Rates charged at the Bunders.

(2). Wharfage will be assessed on the gross weight of the goods as shown in the invoices and specifications together with Customs documents and Import and Export Applications.

(3) The charges under the Scale of Rates as above will not be leviable on goods stored at the Bunders and removed thereto under the provisions of Docks Bye Law No. 53

(4) The Board of Trustees does not provide labour at the Bunders for the landing shipping or removal of goods. All goods lying at the Bunders remain there at the risk of the consignee or shippers and are in their charge.

(5) Charges on containers and containerized cargo shall be assessed in accordance with the Scale of Rates charged at the Docks.

(6). The minimum charge recovered in any Application-cum-Bill or Bill should not be less than ₹139/- (Rupees One Hundred and thirty nine only).

(7). Demurrage charge on both import and export cargo/container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the users.